to identify the steps necessary to improve the performance of Coal India Ltd. (CIL). The committee's report was received in 1981. Out of 31 major recommendations covering number of areas relating to production, despatches, financial management etc., 24 recommendations were accepted in full or with some modifications by the Government.

(ii) In 1985 two Committees—one headed by Shri K.S.R. Chari and another headed by Shri A. N. Banerjee were appointed to make an indepth study of the working of ECL and BCCL respectively. Chari Committee made mainly 99 recommendations/observations covering closure of uneconomic mines, production, productivity, technology, manpower, marketing etc. Most of the recommendations/observations of the Committee were accepted. Banerjee Committee's report contained about 171 major recommendations/observations regarding advance technology for planned exploitation, quality of coking coal, infrastructure development, temporary closure of the heavily losing mines, production, productivity, manpower utilisation of machinery, washeries, Ropeways, fire projects, sand availability and its transportation, budgetary control, internal audit, coal sales, land etc. Most of its recommendations were accepted by the Government.

(iii) More recently, a sub-committee of the Consultative Committee for Ministry of Energy made a study of cost of production and quality control of coal in Coal India Ltd. Another study was conducted by Shri K.S.R. Chari titled issues on coal.

Foreign equity share in power sector

*18. SHRI KAMAL MORARKA: Will the Minister of POWER AND NON- CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether Government propose to allow cent per cent foreign equity share in power sector as reported in the Business and Political Observer of the 10th August, 1991; and

(b) if so, what are the details thereof and the reasons therefor?

THE MINISTER OF STATE (IN DEPENDENT CHARGE) OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b) Amongst many policy proposals regarding private sector participation in power generation, supply and distribution, one under consideration of Government relates to allowing companies with cent per cent foreign equity to participate in power generation, supply and distribution. No decision has been taken in this regard.

Operation of Vayudoot

*19. SHRI MENTAY PADMANABHAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the answer to Unstarred Question 958 given in the Rajya Sabha on 29th July, 1991 and state:

(a) what are the accumulated losses of Vayudoot;

(b) whether there is any proposal under Government's consideration to merge Vayudoot with Indian Airlines; and

(c) the number of planes presently in operation in Vayudoot?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) The accumulated losses of Vayudoot upto 31st March, 91 are estimated to be of the order of Rs. 128 crores.

(b) No, Sir.

(c) Vayudoot has in its fleet 8 Dornier, 8 HS-748 and 1 F-27 aircraft. Out of these, 5 Dorniers, 4HS-748 and one F-27 aircraft are operational at present.

Success in the operation of private air taxis

*20. SHRI G. G. SWELL:
SHRI S. S. AHLUWALIA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the names of private air taxi operators in the field, the routes they are operating on and the type and number of aircraft they are using;

(b) whether a number of these operators have withdrawn after making initial appearances; and

(c) the reasons therefor and what remedial steps are being taken in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c) A statesment is laid on the Table of the House.

Statement

(a) there are six air taxi operators who have obtained permits for running air taxi services. They are free to operate to all airports open to operation of scheduled air services. The names of the operators and the type of aircraft in their possession are given below:—

S.No.	Name of the Operator	Type of aircraft
1	M/s. India International Airways Pvt. Ltd., New Delhi.	(i) HS-125 (ii) Bell Jet Ranger 206-B-III
2	M/s. Delhi Gulf Airways Services Pvt. Ltd., New Delhi	(i) Ecrucil-A350B (ii) Allouttee-III
3	M/s. U.B. Air Pvt. Ltd., Bangalore.	Dornieer-228
4	M/s. Air Asiatic Ltd., Madras.	Boeing-737
5	M/s. Trans Bharat Aviation Pvt. Ltd., New Delhi	Beachcraft-99
6	M/s. Continental Aviation Private Ltd., Bhopal.	Boeing-720

(b) and (c) It is reported that M/s. Air Asiatic Ltd., has suspended its operations due to its own internal problems.